

Remarks/Arguments:

This is a reply to the office action of March 3.

In item 3 of the official action, the Examiner raised several clarity rejections with respect to claim 1. The Examiner found the phrase "flight director system" unclear. We respectfully advise that the phrase "flight director system" refers to the autopilot system and associated programming and hardware that will steer and control the aircraft when activated. The phrase "flight director system" is an all encompassing phrase that is used in the art. An interesting example of this usage can be found at www.rockwellcollins.com/ecat/at/AFDS-770.html.

The flight director system is not part of the invention *per se*, but is affected by activation of the invention. The phrase "flight director system" is not part of or another name for the aircraft receiver means. We hope this clarifies the matter so that the rejection can be withdrawn.

The clarity rejection referred to in claim 1, line 7 has been clarified by the insertion of the phrase "by the aircraft receiver means" in the proposed amended claim.

The clarity rejection in claim 1 on line 8 where the word "engageable" has been objected to, has been dealt with by amending the word "engageable" to "engaged".

The Examiner raised a clarity rejection to the phrase "to control and to steer" in claim 1, at line 9. With respect, we believe the phrase is definite and clear in that it is the flight director system that controls and steers the aircraft away from the exclusion zone. The flight director system, as mentioned above, comprises an aircraft's autopilot system and associated programming and hardware that will steer and control the aircraft when activated. The flight director system is not being claimed as a novel feature

of the invention.

The remaining two clarity objections raised by the Examiner in claim 1 have been clarified by amending claim 1.

In the drawings, the "transmitter means" of claim 1 is shown as element 24 in Fig. 1, whereas the receiver is shown as element 24 in Fig. 4, and the lower power beacon is identified by reference 21 in the same figure. The flight director system is represented by a box in Fig. 3, as are the transmitter and receiver. We believe the drawings adequately illustrate the claimed invention, and that the application is otherwise in proper form for allowance.

Should any issue remain not resolved to the examiner's satisfaction, the undersigned would appreciate an opportunity to discuss the matter with the examiner. A telephone number is indicated below.

Respectfully submitted,



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